

1-12. (CANCELED)

13. (NEW) A shifting mechanism for a multiple change-over gear, the shifting mechanism comprising:

an axially displacable and pivoted gearshift lever shaft;

at least one shift finger located on the gearshift lever shaft;

switching wings operatively connected respectively with a synchronization and coupling device for a plurality of wheels supported on at least one wheel set shaft of a gearing unit; and

cams located on the switching wings, with which the at least one shift finger meshes during a gear ratio modification, the cams axially displacing the switching wings,

each of the switching wings (13, 39, 40, 41, 42, 43, 44) is assigned to at least one specific shift finger (3, 4, 5, 6, 7, 8, 9),

the cam (36, 47, 50) of each of the switching wings has an essentially U-shaped cross section profile with a short shank (11) and a long shank (12), the length of the short shank (11) is selected such that, in a first case, in a non-deviated position (N), the assigned shift finger is displaced laterally away over the short shank (11), to communicate with the long shank (12) and deflect the switching wing, and in a second case, is constructed for return movement of the switching wing to the non-deviated position (N) against the short shank (11).

14. (NEW) The switching mechanism according to claim 13, wherein the cams (36, 47, 50) are not concentrically connected with a connecting segment (10) of the respective switching wings (13, 39, 40, 41, 42, 43, 44).

15. (NEW) The switching mechanism according to claim 14, wherein the switching wings (13, 39, 40, 41, 42, 43, 44) are respectively pivoted in a swingable pivot (14, 35) and have a meshing element (15, 51) on an end that guides from the cam (36, 47, 50).

16. (NEW) The switching mechanism according to claim 15, wherein the meshing element (15, 51) is operatively connected with the assigned synchronization and coupling device of the change-over gear.

17. (NEW) The switching mechanism according to claim 13, wherein a pivoted shift lever (31, 45, 46) features a first cam (33) which meshes with a shift finger of the gearshift lever shaft (2), the pivoted shift lever (31, 45, 46) has on an opposite end, a meshing element (34), which protrudes into a zone of contact of a cam (36, 50) of the switching wing (13, 39, 40, 41, 42, 43, 44).

18. (NEW) The switching mechanism according to claim 13, wherein the shift fingers (3, 4, 5, 6, 7, 8, 9) are arranged on the gearshift lever shaft (2) in axially variable positions and have variable lengths.

19. (NEW) The switching mechanism according to claim 13, wherein the cams (36, 47, 50) of the switching wings (13, 39, 40, 41, 42, 43, 44) feature variable lateral distances from the gearshift lever shaft (2).

20. (NEW) The switching mechanism according to claim 13, wherein the short and long shanks (11, 12) of the cams (33, 36, 47, 50) of one or more of the switching wings (13, 39, 40, 41, 42, 43, 44) and the shift lever (31, 45, 46) are positioned in such a way in the switching mechanism (1), that in shifting into a first gear (G1), a first assigned shift finger (3) moves freely over the short shank (11) of the a first cam (50) in the direction of the long shank (12), while a second shift finger (4) of a second gear (G2) located in a same switching lane, moving away from the long shank (49) of a second cam (47) assigned to the second gear (G2), moves freely over a third shank (48).

21. (NEW) The switching mechanism according to claim 13, wherein the mechanism is arranged on one of a five-speed or a six-speed change-over gear, whose axial wheel set arrangement, starting from a low gear element, is as follows: Reverse gear (RG) and second gear (G2), fourth gear (G4) and sixth gear (G6), third gear (G3) and first gear (G1), fifth gear (G5) and, in a case of a seven-gear gearing unit, seventh gear (G7).

22. (NEW) The switching mechanism according to claim 21, wherein the gearing unit is a back-gearing unit with one of one or two counter shafts and at least one gearing unit primary shaft.

23. (NEW) The switching mechanism according to claim 21, wherein the gearing unit is a one of a double coupling unit, a manual and an automatically shiftable change-over gear with only one low gear and switch coupling.

24. (NEW) The switching mechanism according to claim 13, wherein the switching mechanism is operated by an external switching mechanism with an H-gear shifting gate (16).